

Meeting Summary



Stantec

Western Boulevard Field Reconnaissance Notes

Western Boulevard Multi-Modal Crossing Study / FILE 171001326

Date/Time: July 10, 2012 8:30 AM
Place: Cup-A-Joe (Mission Valley Shopping Center)
Attendees: Gerald Daniel, CAMPO, Project Manager
Christa Greene, Stantec
Joe Kelvington, Stantec
Eric Lamb, City of Raleigh Transportation
Scott Lane, Stantec, Project Manager
Robert McCain, CAMPO (photographer)
Melissa Miklus, Alta Planning
Brian O'Sullivan, NCSU Transportation
Bethany Schilleman, Stantec
Jennifer Slesinger, NCSU Transportation
Jim Westmoreland, Stantec

Item 1: General Comments

Introduction (prior to field review)

Mr. Lane discussed the purpose of the field reconnaissance exercise, which is to familiarize the people that are working on the project with a first-hand exposure to the corridor. He then outlined the route, noting the deviation down Nazareth to Centennial Boulevard to return to the existing starting point as well as highlighting the crossings where additional care should be taken (e.g., Pullen Road). Mr. Lane reviewed the time allotted to the field walk-through, as well as the need for safety and to drink water to stay hydrated.

Pedestrian Safety Comments

- 1.1) Lighting study is key due to large tree canopies and safety concerns in some sections of the study corridor screened by heavy foliage and buildings.
- 1.2) Gateway and pedestrian/cyclist signage is needed within corridor to alert motorists of the heavy crossing traffic by pedestrians.
- 1.3) Signals should not require pedestrian buttons to be pushed to active pedestrian countdown phase, as many students don't bother to push the buttons.
- 1.4) Fence in the median of Western Boulevard may be needed to prevent mid-block crossings, although some students may still "leap" the fence.
- 1.5) If a mid-block crossing option is chosen, consider safety of pedestrians within environment of student drivers and new drivers that come to the campus annually. The safest crossing needs to be made the crossing that is the most attractive, easy, and logical choice.
- 1.6) A bicycle/pedestrian underpass solution should be considered without the inclusion of transit due to the difficulties of achieving sufficient turning radii in physically constrained areas.

1.7) An overpass is not a solution for the campus culture and expectations of student mobility due to the perceived and real time differentials between crossing at-grade as opposed to climbing stairs and crossing on structure. An underpass option would not encounter the same degree of time difference, and the campus population is generally more accepting of underpasses due to the existing underpasses already on the campus.

1.8) No audible pedestrian signal present.

Growth and Development Comments

1.9) Future student numbers growth on Centennial campus (20% increase, approximately 10,000 students), as well as up to one million square feet of potential new research and office space, will change the travel demands and patterns for all modes of travel.

1.10) The Pullen Road Extension roadway project will directly change travel patterns and transit routing in the vicinity.

1.11) Western is planned to expand to a third lane in each direction of travel (total of six through lanes). The segment of the corridor from Avent Ferry/Morrill westward to Gorman Street is considered the more urgent priority.

1.12) Avent Ferry is the main pedestrian/bicycle connection within the University.

Transit Comments

1.13) Bus turning radii and integrating them into the rest of the transportation system is a key element in design/planning.

1.14) Priority at-grade transit opportunities should be explored, and improvements to bus stop furniture and signing.

1.15) Dan Allen northbound is the priority bus corridor for Wolfline.

Item 2: Location-Specific Comments

Intersection: Varsity Drive

2.1) Missing sidewalk along eastern side of Varsity Drive (SE side of intersection).

2.2) Wolfline pole and sign down on NE corner, needs replacement.

2.3) Long pedestrian wait time crossing Western at Varsity Drive.

Corridor: Varsity to Dan Allen

2.4) Tree gap on north side of Western Blvd.

2.5) Lighting on both sides of Western Boulevard need to be investigated due to heavy foliage screening the existing lighting sources.

2.6) Landscape opportunity along Western Boulevard on the southern side could be the subject of a student study.

2.7) No ADA landing pad for night route bus stop near student housing on south side of Western Boulevard.

2.8) Structures and old oak trees on the northern side of Western Boulevard make this stretch of corridor a poor candidate location for an underpass.

2.9) Along Faucette consider adding sharrows and/or multi-use path on north side of Faucette (note worn path in this location as well).

Intersection: Dan Allen Drive

Cracks in path (North side of intersection of Dan Allen with Faucette Blvd).

- 2.10) Move utility poles NW corner of Dan Allen and Faucette Blvd.
- 2.11) Crosswalk deteriorated at driveway on north side of Faucette Blvd just NE of the intersection of Dan Allen with Faucette Blvd.
- 2.12) Driveways should be striped at the Han Dee Hugo on the SW side of the intersection.
- 2.13) Pedestrians cut through in this corridor.
- 2.14) Consider a median fence to discourage mid-block crossings.
- 2.15) Lighting is an issue in this section as well.
- 2.16) Water ponding and drainage issues (NE corner of Faucette Blvd and Dan Allen Drive).
- 2.17) Asphalt path in poor condition along the north side of Western just east of the intersection.
- 2.18) No ADA-compliant tactile domes on ramps for all corners.
- 2.19) Gateway, linear park, signage noting pedestrian activity needs to be present in this section to raise awareness of the numerous pedestrians using the facility.

Corridor: Dan Allen to Morrill Drive/Avent Ferry

- 2.20) Consider mid-block fence to discourage mid-block crossings.
- 2.21) Remove parking bays on Faucette Blvd in this corridor near Jordan Hall; this would likely be a controversial action.
- 2.22) Striped crossing Faucette Drive near Jordan Hall leads to no pedestrian infrastructure.
- 2.23) Poor bus stop sign placement in front of Jordan Hall on northern side of Western Blvd.
- 2.24) Worn path along the northern side of Western from Morrill Drive to bus stop needs to be replaced with sidewalk and/or pathway.
- 2.25) Poor sense of place; gateway and aesthetic improvements needed to raise awareness of pedestrian space.

Intersection: Morrill Drive/Avent Ferry

- 2.26) NW and SW pedestrian ramp should be split not to direct pedestrians into intersection.
- 2.27) Sidewalk in poor condition beginning on NE corner of intersection.
- 2.28) No sidewalk along Morrill Drive on the east side north of the Faucette Blvd intersection.
- 2.29) Channelization and or radii change for the SE corner recommended for the geometry of a right and a through-right lane at this intersection with no bicycle lane or marking.
- 2.30) No turn on red within this intersection for pedestrian safety.
- 2.31) Pedestrian crossing on east is easier.
- 2.32) Sight distance sag headed SB
- 2.33) Gas utility consideration on SW corner.

Corridor: Morrill Drive/ Avent Ferry to Pullen Road

- 2.34) Sightlines along the pedestrian path on the northern side of Western Blvd need to be improved.
- 2.35) Buffer between sidewalk and road becomes narrow or non-existent as westbound lane "drops" on northern side of Western Boulevard.

Intersection: Pullen Road

- 2.36) Major pedestrian visibility issue at Pullen WB On-Ramp to Western Boulevard; tree trimming and re-design of radii of WB on/off ramps and lines-of-sight could be substantially improved. Note restrictions on incursion of Pullen Park would limit the degree to which the City could acquire any additional right-of-way.
- 2.37) Increased demand to 18-20k vehicles per day (vpd) planned.
- 2.38) Pullen Road extension planned to connect to Oval Drive to be a two-lane, median-divided roadway with on-street bicycle lanes and sidewalks.
- 2.39) Potential construction of monolithic median at WB on-ramp and WB off-ramp to prohibit left turn movements.
- 2.40) Pedestrian crossing time on Pullen Road crossing of the eastbound lanes of Western Boulevard is currently at the minimum (approximately 10 seconds) of what is needed.

Item 3: Follow-Up Discussions and Action Items

The group discussed specific comments and observations after the completion of the field review; these comments are captured in the preceding summary.

During the discussion, several actionable items were noted:

- Gerald Daniel will contact architecture staff again for membership on CTT.
- Scott Lane and Gerald Daniel will coordinate on the next meeting of the CTT.
- Stantec will finalize base mapping, and prepare mapping summarizing crashes, lighting, and comments based on field observations.
- Stantec and Alta Planning+Design will coordinate the general public engagement activities with the survey-specific activities that Alta is managing (i.e., CycleTracks surveys and intercept survey).
- Stantec and Alta Planning+Design will collaborate on the logistics and content of the intercept and CycleTracks surveys, and present this information at the next CTT meeting.

The meeting adjourned at 11:30 AM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the following author with suggested changes.

STANTEC CONSULTING SERVICES INC.


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